

# **Territory of Guam; Declaration of Disaster Loan Area (Declaration of Disaster Loan Area #2791)**

The Territory of Guam is hereby declared a disaster area as a result of damages caused by a fire at the Hafa Adai Exchange which occurred on June 16, 1995. Applications for loans for physical damage as a result of this disaster may be filed until the close of business on August 28, 1995 and for economic injury until the close of business on March 28, 1996 at the address listed below: U.S. Small Business Administration, Disaster Area 4 Office, P.O. Box 13795, Sacramento, CA 95853-4795, or other locally announced locations.

The interest rates are:

	Percent
<i>For Physical Damage:</i>	
Homeowners with credit available elsewhere .....	8.000
Homeowners without credit available elsewhere .....	4.000
Businesses with credit available elsewhere .....	8.000
Businesses and non-profit organizations without credit available elsewhere .....	4.000
Others (including non-profit organizations) with credit available elsewhere .....	7.125
<i>For Economic Injury:</i>	
Businesses and small agricultural cooperatives without credit available elsewhere .....	4.000

The number assigned to this disaster for physical damage is 279105 and for economic injury the number is 855200.

(Catalog of Federal Domestic Assistance Program Nos. 59002 and 59008).

Dated: June 28, 1995.

**Cassandra M. Pulley,**  
*Acting Administrator.*

[FR Doc. 95-16496 Filed 7-5-95; 8:45 am]

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## **OFFICE OF THE UNITED STATES TRADE REPRESENTATIVE**

[Docket No. 301-93]

### **Termination of Investigation: Barriers to Access to the Auto Parts Replacement Market in Japan**

**AGENCY:** Office of the United States Trade Representative.

**ACTION:** Notice of determination to terminate the investigation pursuant to sections 301(b) and 304(a)(1)(B) of the Trade Act of 1974, as amended (Trade Act) (19 U.S.C. 2411(b) and 2414(a)(1)(B)) and notice of monitoring

pursuant to section 306 of the Trade Act (19 U.S.C. 2416).

**SUMMARY:** On May 10, 1995, the United States Trade Representative (USTR) determined pursuant to section 304(a)(1)(A) of the Trade Act that certain acts, policies and practices of Japan are unreasonable and discriminatory and burden or restrict U.S. commerce. Having reached a satisfactory resolution of the issues under investigation, the USTR has determined pursuant to sections 301(b) and 304(a)(1)(B) that the appropriate action in this case is to terminate this investigation and to monitor compliance with this Agreement in accordance with section 306 of the Trade Act.

**EFFECTIVE DATE:** This investigation was terminated effective June 28, 1995.

**ADDRESSES:** Office of the United States Trade Representative, 600 17th Street, N.W., Washington, D.C. 20508.

**FOR FURTHER INFORMATION CONTACT:** David Burns, Senior Advisor for Japan, (202) 395-5050, or James Southwick, Assistant General Counsel, (202) 395-37203.

**SUPPLEMENTARY INFORMATION:** On October 1, 1994, the USTR initiated an investigation pursuant to section 302(b) of the Trade Act to determine whether specific barriers to access to the auto parts replacement and accessories market ("after-market") in Japan are unreasonable or discriminatory and burden or restrict U.S. commerce. See 59 FR 52034 (October 13, 1994). On May 10, 1995, the USTR, pursuant to section 304(a)(1)(A)(ii) of the Trade Act, determined that the practices under investigation were unreasonable and discriminatory and burden or restrict U.S. commerce and requested comment on a proposed action. See 60 FR 26745 (May 18, 1995). The USTR found that the Japanese market for replacement auto parts is restricted by a complex system that is not reasonable or justifiable. This system channels most repair work to government-certified garages that uses very few foreign parts, and the system restricts the development of other garages more likely to carry and use foreign parts. In addition, even minor additions of accessories to motor vehicles require a full vehicle inspection and tax payment, which severely limits opportunities for U.S. automotive accessories suppliers.

On June 28, 1995 after extensive negotiations, the United States and Japan reached agreement on measures to deregulate the replacement parts and accessories market in Japan. Specifically, Japan has agreed to: (a) Immediately deregulate the following

items on the critical parts list—struts, shocks, power steering, and trailer hitches; (b) conduct a one-year review of the critical parts list with the goal of deregulating any parts that are not central to health and safety concerns; (c) implement a petition procedure under which the Ministry of Transport will respond within 30 days to requests that a critical part be removed from the list; (d) with respect to accessories, no longer require Ministry of Transport (MOT) inspection for modifications attached to autos by any means other than welding and riveting; (e) issue regulations to establish a "specialized certified garage" system for garages that specialize in the repair of any combination of vehicle systems on the critical parts list and not require repairs by these garages to be subject to MOT inspection; (f) reduce the number of government-approved mechanics for "designated" garages from 3 to 2 and for "certified" garages from 2 to 1; and (g) permit "certified" garages with 5 mechanics to conduct the periodic inspections as "special designated garages."

On the basis of the commitments contained in this Agreement and in the expectation that these commitments will be fully implemented, the USTR has decided to terminate this investigation. Consequently, although the acts, policies, and practices under investigation are unreasonable and discriminatory and burden or restrict U.S. commerce and would have warranted action in response if an agreement had not been reached, the USTR has decided that the appropriate action is to terminate the investigation. Thus the action proposed in the May 18, 1995, notice will not be taken. The USTR will monitor Japan's compliance with this Agreement pursuant to section 306 of the Trade Act.

**Irving A. Williamson,**  
*Chairman, Section 301 Committee.*

[FR Doc. 95-16737 Filed 7-5-95; 8:45 am]

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## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **Noise Exposure Map Notice; Receipt of Noise Compatibility Program and Request for Review; Southwest Florida International Airport, Ft. Myers, Florida**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the revised future

noise exposure map submitted by the Lee County Port Authority, Ft. Myers, Florida for The Southwest Florida International Airport under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96-193) and 14 CFR Part 150 is in compliance with applicable requirements. The FAA also announces that it is reviewing a proposed noise compatibility program that was submitted for The Southwest Florida International Airport under Part 150 in conjunction with the noise exposure maps, and that this program will be approved or disapproved on or before November 13, 1995. This program was submitted subsequent to a determination by FAA that the associated existing noise exposure map submitted under 14 CFR Part 150 for The Southwest Florida International Airport was in compliance with applicable requirements effective November 21, 1994.

**EFFECTIVE DATE:** The effective date of the FAA's determination on the revised future noise exposure map and of the start of its review of the associated noise compatibility program is May 17, 1995. The public comment period ends July 16, 1995.

**FOR FURTHER INFORMATION CONTACT:** Mr. Tommy J. Pickering, P.E., Federal Aviation Administration, Orlando Airports District Office, 9677 Tradeport Drive, Suite 130, Orlando, Florida 32827-5397, (407) 648-6583. Comments on the proposed noise compatibility program should also be submitted to the above office.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the revised future noise exposure map submitted for The Southwest Florida International Airport is in compliance with applicable requirements of Part 150, effective May 17, 1995. Further, FAA is reviewing a proposed noise compatibility program for that airport which will be approved or disapproved on or before November 13, 1995. This notice also announces the availability of this program for public review and comment.

Under Section 103 of Title I of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter referred to as "the Act"), an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict noncompatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operators will affect such maps. The Act requires such maps to be developed in consultation with interested and

affected parties to the local community, government agencies, and persons using the airport.

An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) Part 150, promulgated pursuant to Title I of the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes for the reduction of existing noncompatible uses and for the prevention of the introduction of additional noncompatible uses.

The Lee County Port Authority, Ft. Myers, Florida, submitted to the FAA on April 27, 1995, a revised future noise exposure map, descriptions and other documentation which were produced during the Southwest Florida International Airport FAR Part 150 Study conducted between January, 1994 and April, 1995. It was requested that the FAA review this material as the future noise exposure map, as described in Section 103(a)(1) of the Act, and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a noise compatibility program under Section 104(b) of the Act.

The FAA has completed its review of the revised future noise exposure map and related descriptions submitted by the Lee County Port Authority, Ft. Myers, Florida. The specific map under consideration is "RECOMMENDED FUTURE (1999) NOISE CONTOURS WITH RUNWAY EXTENSIONS AND PARALLEL RUNWAY MAP B" in the submission. The FAA has determined that this map for The Southwest Florida International Airport is in compliance with applicable requirements. This determination is effective on May 17, 1995. FAA's determination on an airport operator's noise exposure maps is limited to a finding that the maps were developed in accordance with the procedures contained in Appendix A of FAR Part 150. Such determination does not constitute approval of the applicant's data, information or plans, or a commitment to approve a noise compatibility program or to fund the implementation of that program.

If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a noise exposure map submitted under Section 103 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise exposure maps to resolve questions

concerning, for example, which properties should be covered by the provisions of Section 107 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under Part 150 or through FAA's review of noise exposure maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator which submitted those maps, or with those public agencies and planning agencies with which consultation is required under Section 103 of the Act. The FAA has relied on the certification by the airport operator, under Section 150.21 of FAR part 150, that the statutorily required consultation has been accomplished.

The FAA has formally received the noise compatibility program for The Southwest Florida International Airport, also effective on May 17, 1995. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of noise compatibility programs, but that further review will be necessary prior to approval or disapproval of the program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before November 13, 1995.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR Part 150, Section 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety, create an undue burden on interstate or foreign commerce, or be reasonably consistent with obtaining the goal of reducing existing noncompatible land uses and preventing the introduction of additional noncompatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. All comments, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the noise exposure maps, the FAA's evaluation of the maps, and the proposed noise compatibility program are available for examination at the following locations:

Federal Aviation Administration,  
Orlando Airports District Office, 9677  
Tradeport Drive, Suite 130, Orlando,  
Florida 32827-5397  
Lee County Port Authority, 16000  
Chamberlin Parkway, Suite 8671, Ft.  
Myers, FL 33913-8899

Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT**:

Issued in Orlando, Florida May 17, 1995.

**Charles E. Blair,**

*Manager, Orlando Airports District Office.*

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#### **Civil Tiltrotor Development Advisory Committee; Infrastructure Subcommittee**

Pursuant to Section 10(A) (2) of the Federal Advisory Committee Act Public Law (72-362); 5 U.S.C. (App. I), notice is hereby given of a meeting of the Federal Aviation Administration (FAA) sponsored Civil Tiltrotor Development Advisory Committee (CTRDAC) Infrastructure Subcommittee that will be held on July 17, 1995 at the headquarters of the Helicopter Association International located at 1635 Prince Street, Alexandria, Virginia. This site is within easy walking distance of the King Street Metro Station. The meeting will begin at 10:00 a.m. and conclude by 5:00 p.m.

The agenda for the Infrastructure Subcommittee meeting will include the following:

- (1) Review and discussion of the Subcommittee draft report.
- (2) Review the Infrastructure Subcommittee work plans/schedule.

Persons who plan to attend the meeting should notify Ms. Karen Braxton on 202-267-9451 by July 11. Attendance is open to the interested public, but limited to space available. With the approval of the Chairperson, members of the public may present oral statements at the meeting.

Members of the public may provide a written statement to the Subcommittee at any time.

Persons with a disability requiring special services, such as an interpreter for the hearing impaired, should contact Ms. Karen Braxton at least seven days prior to the meeting. Issued in Washington, D.C., June 29, 1995.

**Eileen R. Verna,**

*Acting Designated Federal Official, Civil Tiltrotor Development, Advisory Committee.*

[FR Doc. 95-16550 Filed 7-5-95; 8:45 am]

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#### **Civil Tiltrotor Development Advisory Committee Environment & Safety Subcommittee**

Pursuant to Section 10(A) (2) of the Federal Advisory Committee Act Public Law (72-362); 5 U.S.C. (App. I), notice

is hereby given of a meeting of the Federal Aviation Administration (FAA) sponsored Civil Tiltrotor Development Advisory Committee (CTRDAC) Environment & Safety Subcommittee will be on July 18, 1995 at the headquarters of the Helicopter Association International located at 1635 Prince Street, Alexandria, Virginia. This site is within easy walking distance of the King Street Metro Station. The meeting will begin at 8:00 a.m. on June 18 and conclude by 5:00 p.m.

The agenda for the Environment & Safety Subcommittee meeting will include the following:

- (1) Discussion of draft Subcommittee report on Safety Issues
- (2) Discussion of draft Subcommittee report on Environmental Issues
- (3) Review Subcommittee Work Plan/Schedule

All persons who plan to attend the meeting must notify Ms. Karen Braxton at 202-267-9451 by July 12, 1995.

Attendance is open to the interested public, but limited to space available. With the approval of the Chairperson, members of the public may present oral statements at the meeting.

Members of the public may provide a written statement to the Subcommittee at any time.

Persons with a disability requiring special services, such as an interpreter for the hearing impaired, should contact Ms. Braxton at least seven days prior to the meeting.

Issued in Washington, D.C., June 29, 1995.

**Eileen R. Verna,**

*Acting Designated Federal Official, Civil Tiltrotor Development, Advisory Committee.*

[FR Doc. 95-16551 Filed 7-5-95; 8:45 am]

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#### **Federal Highway Administration**

##### **Environmental Impact Statement: Currituck County, NC**

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of Intent.

**SUMMARY:** The Federal Highway Administration is issuing this notice to advise the public that an environmental impact statement will be prepared for a Mid-Currituck Sound bridge in Currituck County, North Carolina.

##### **FOR FURTHER INFORMATION CONTACT:**

Roy C. Shelton, Operations Engineer, 310 New Bern Avenue, Suite 410, Raleigh, North Carolina 27601, Telephone: (919) 856-4350.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the North

Carolina Department of Transportation (NCDOT), will prepare an environmental impact statement (EIS) on a proposal to build a bridge and approach roadway connecting US 158 on the mainland to NC 12 on the Outer Banks, crossing Currituck Sound. The proposed project would include approximately 3.7 kilometers (2.3 miles) of approach road on the mainland and a bridge across the sound of approximately 7.6 kilometers (4.7 miles).

The proposed project is considered necessary to relieve forecast congestion on US 158 and NC 12, to improve access to public services for Outer Bank residents and to improve future emergency evaluation times. Alternatives under consideration include (1) taking no action and (2) building a bridge in one of six corridors made up of differing combinations of three mainland approach corridors and two Outer Bank termini.

The alternatives to be evaluated in the EIS were chosen based on the results of an alternatives study conducted in 1994 and 1995. Nine bridge alternatives and several no-bridge alternatives were studied. The no-bridge alternatives were: improve existing roads, improving public services on the Outer Banks, altering storm evacuation plans and a ferry alternative. The reasonableness of widening existing roads in lieu of building the bridge will be examined further. Improving public services on the Outer Banks and altering storm evacuation plans are options Currituck County could implement if the no action alternative was found to be unreasonable.

In April 1994, a letter describing the proposed action and soliciting comments was sent to appropriate federal, state and local agencies. An interagency scoping meeting was held on May 26, 1994 to introduce the project to federal and state regulatory agencies. Key environmental issues raised during the meeting were (1) the potential for secondary and cumulative impacts, particularly in terms of the potential for the bridge to alter existing development trends in Currituck County, (2) the need to evaluate no bridge alternatives, (3) disturbance of existing communities on the mainland by the approach road and its associated traffic and (4) the sensitivity and importance of Currituck Sound, Maple Swamp and the Outer Banks as natural resources.

During the alternative study, two sets of citizen informational workshops (August 1994 and April 1995) and one additional interagency meeting (November 1994) were held. Prior to selection of the alternatives to be